CONKLIN LAND USE PLAN

AND

PLAN OF SUBDIVISION

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This plan was adopted by the Minister of Municipal Affairs as Council for Improvement District #18 on the recommendation of the Advisory Council meeting held on March 23, 1982.

Minister of Municipal Affairs
as Council for Improvement District
#18

June 14/82
Date

Prepared with the assistance of the residents of Conklin, Jappsen and Associates Consulting Ltd., and the Land Tenure Secretariat of the Improvement District Operations Division, Alberta Municipal Affairs, April, 1982.

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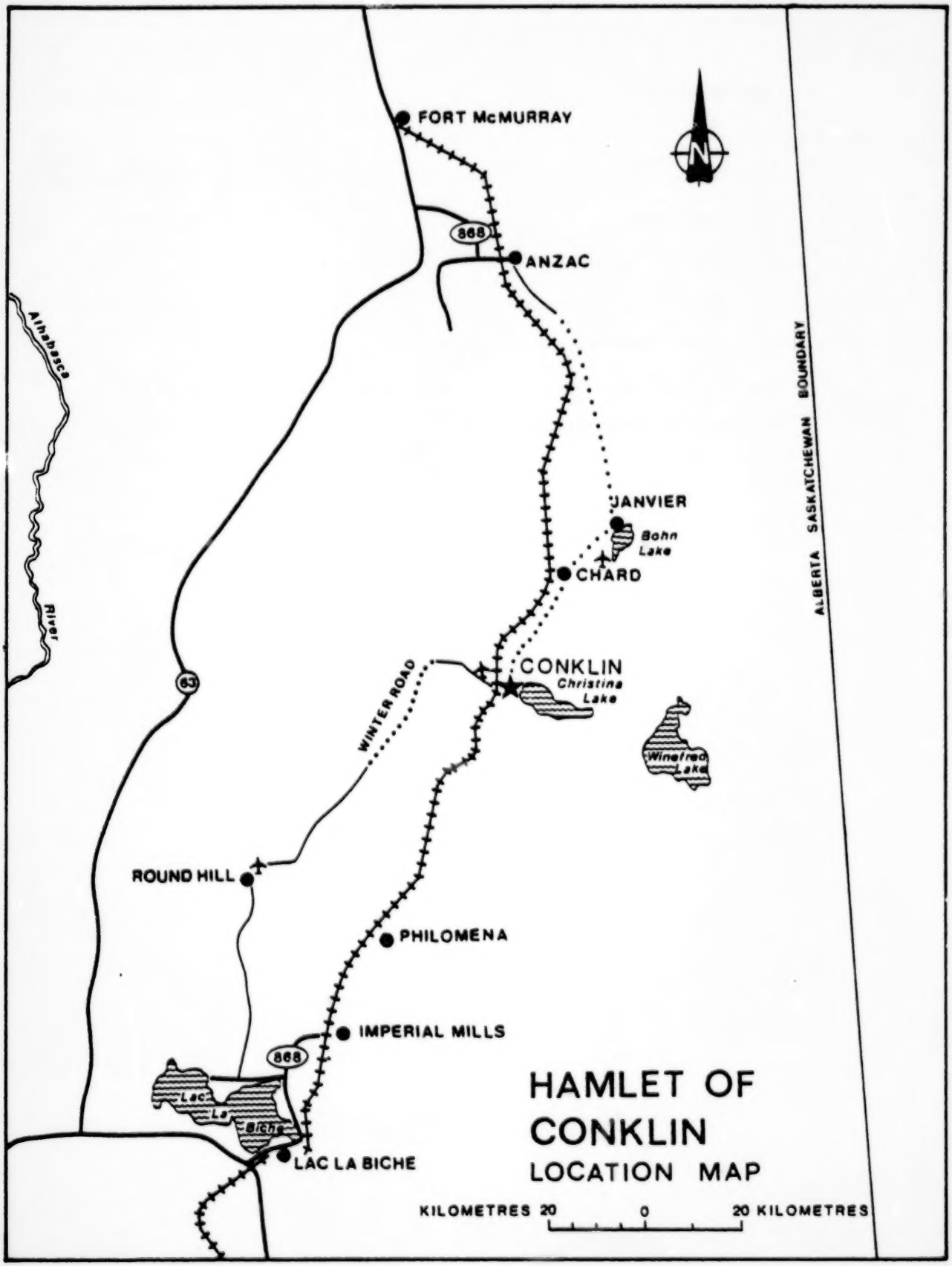

FORT McMURRAY
N
868
ANZAC
Athabasca
River
ALBERTA SASKATCHEWAN BOUNDARY
JANVIER
Bohn Lake
CHARD
CONKLIN
Christina Lake
63
WINTER ROAD
Winefred Lake
ROUND HILL
PHILOMENA
IMPERIAL MILLS
868
Lac La Biche
LAC LA BICHE
HAMLET OF
CONKLIN
LOCATION MAP
KILOMETRES 20 0 20 KILOMETRES

Fig 1

1.0 FOREWORD

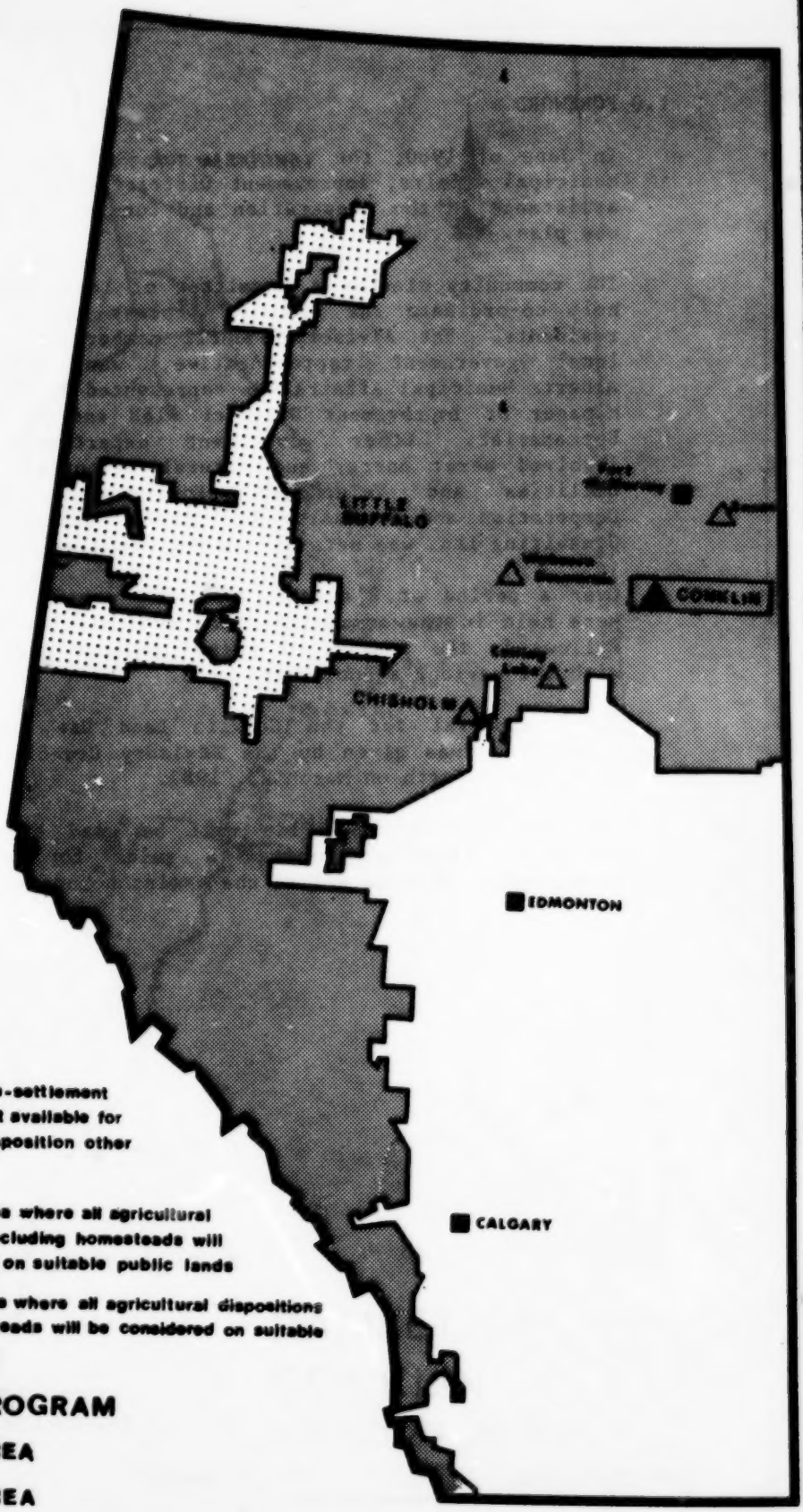
In June of 1980, the residents of Conklin requested Alberta Municipal Affairs, Improvement District Operations Division for assistance in the preparation and funding of a community land use plan.

The community elected a committee of local representatives to help co-ordinate the planning process and to speak for the residents. The Advisory Council member for Conklin, as the local government representative, was actively involved. Alberta Municipal Affairs was represented in the process by the Manager of Improvement District #18N and by the Land Tenure Secretariat. Other government departments and agencies involved were: Energy and Natural Resources, Transportation, Utilities and Telephones, Environment, Alberta Housing Corporation and TransAlta Utilities. Jappsen and Associates Consulting Ltd. was retained as the planning consultant.

Over a period of 8 months, planning meetings and discussions were held in the community. The community land use plan which follows is the product of these meetings and of negotiations with the various agencies involved.

Final approval for the Conklin Land Use Plan and Plan of Subdivision was given by the Advisory Council for Improvement District 18 North on March 23, 1982.

The Conklin Land Use Plan will be used by the Improvement Districts Administration as a guide for the control and development of lands within the hamlet boundary.



GREEN AREA — Permanent non-settlement forest area not available for agriculture disposition other than grazing

YELLOW AREA — Settlement area where all agricultural dispositions including homesteads will be considered on suitable public lands

WHITE AREA — Settlement area where all agricultural dispositions except homesteads will be considered on suitable public lands

LAND TENURE PROGRAM

▲ CURRENT PROJECT AREA

△ FORMER PROJECT AREA

Fig. 2

2.0 PROVINCE OF ALBERTA LAND USE POLICY (GREEN AREA)*

Conklin, as illustrated on the Province of Alberta Map, is situated within the Green Area of Alberta. The Green Area, which covers approximately 200,000 square kilometers was established as non-settlement forest area in 1948. At that time, the area was sparsely populated.

The Green Area is made up almost entirely of Crown lands held in the right of the Province, excluding land administered by the Federal Government (e.g. Indian Reserves and National Parks). The area is managed by the Alberta Forest Service (Energy and Natural Resources) for multiple uses including forest production, water, recreation, fish and wildlife, grazing and industrial development.

Since the Green Area was established, issuance of dispositions under the Public Lands Act for Settlement has been restricted to communities that are located on legally subdivided lands. Within this large area there were, however, a handful of small, isolated and randomly scattered pockets of population whose residents did not have legal tenure. In 1975 the Alberta Cabinet established the Land Tenure Secretariat to resolve the long standing land grievances of the residents of these isolated settlements by providing them with ownership of the lots upon which they have traditionally lived.

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* 1980. Office of The Deputy Minister, Renewable Resources, Energy & Natural Resources

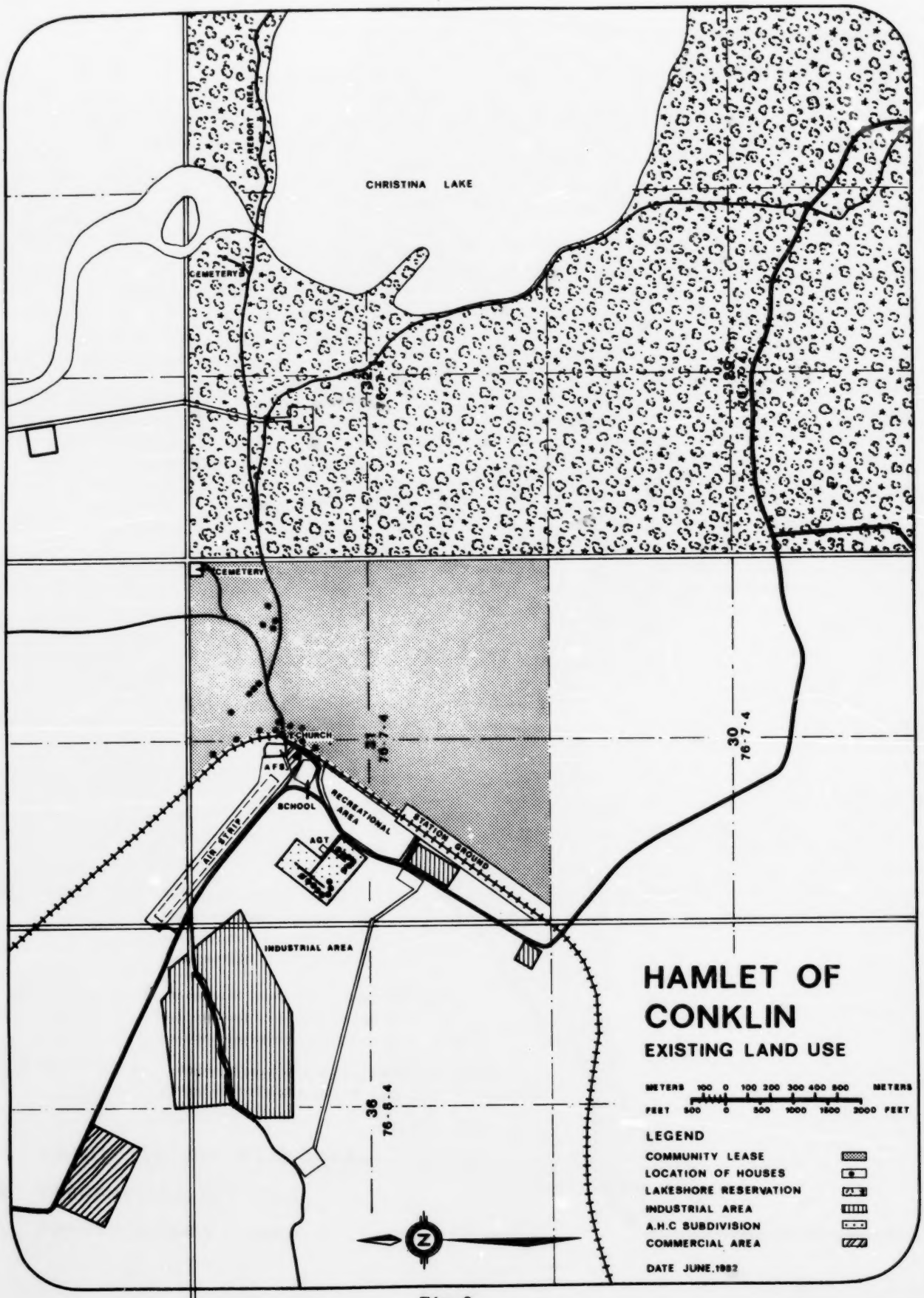

CHRISTINA LAKE
CEMETERY
CEMETERY
CHURCH
AFB
SCHOOL
RECREATIONAL AREA
STATION GROUND
AIR STRIP
ADT
INDUSTRIAL AREA
76-7-4
76-7-4
76-8-4
HAMLET OF CONKLIN
EXISTING LAND USE
METERS 100 0 100 200 300 400 500 METERS
FEET 500 0 500 1000 1500 2000 FEET
LEGEND
COMMUNITY LEASE
LOCATION OF HOUSES
LAKESHORE RESERVATION
INDUSTRIAL AREA
A.H.C SUBDIVISION
COMMERCIAL AREA
DATE JUNE, 1982

Fig.3

3.0 EXISTING LAND USE

As illustrated on the Existing Land Use map (Fig. 3), the dominant land use within the community of Conklin is residential. Private houses are clustered into three distinct areas. The first area is adjacent to the church and the school along the railroad line. The second area is east of the railroad along the trail leading to Christina Lake. The third area, a more recent development created by Alberta Housing Corporation, is west of the existing school site. At present, there are thirty to thirty-five occupied residential dwellings in Conklin.

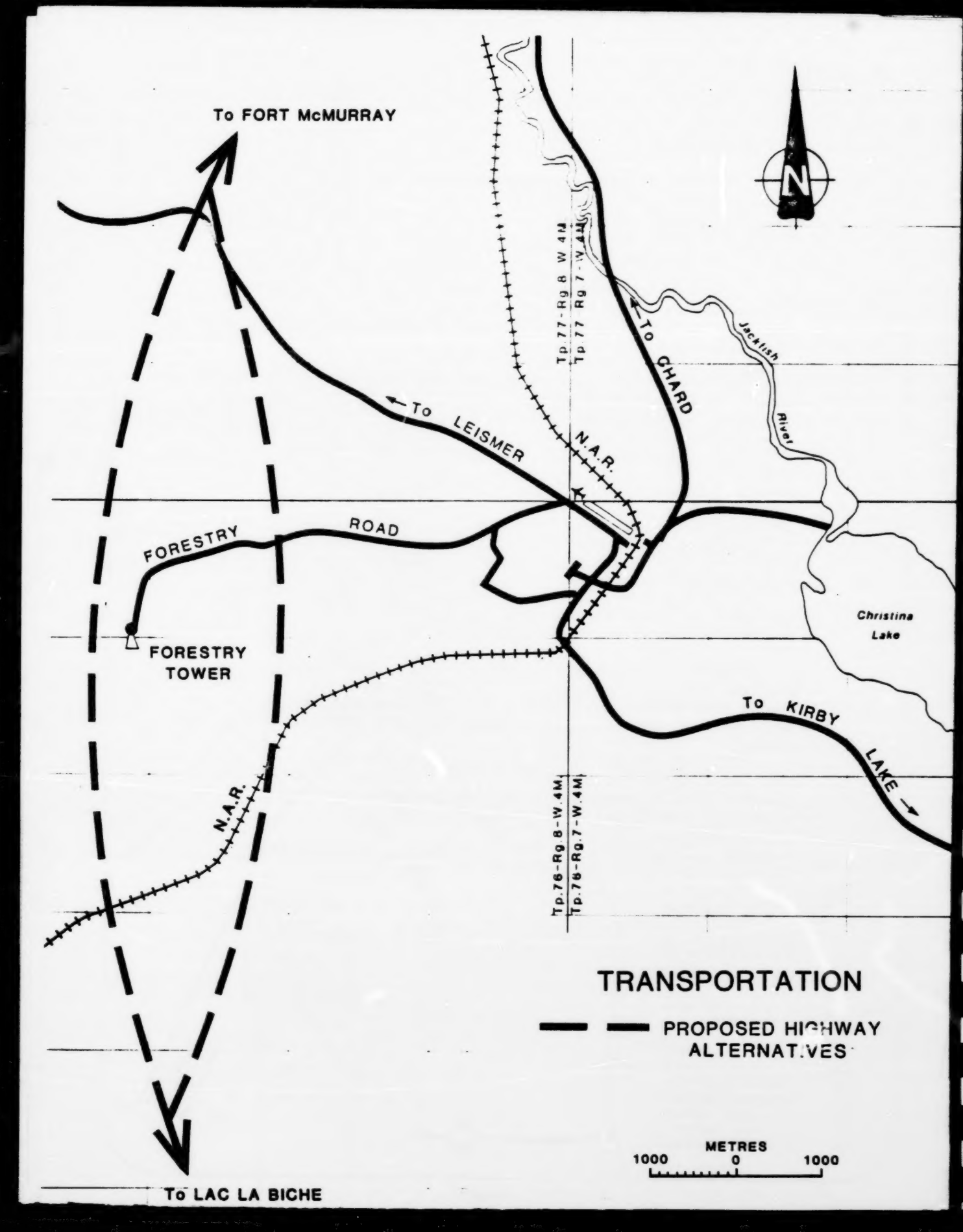
Public facilities are located in the community core straddling the railroad line and airstrip. Of the two existing cemeteries only one is in current use, and is located north of the community core on the winter road to Chard. The second cemetery is located close to Christina Lake on the trail leading to the lake. The retail store in the centre of the community is not in operation.

Two areas are designated for industrial use. The larger area is located in the western part of the hamlet along the forestry road. The second industrial area is south of the community core, and is associated with the Northern Alberta Railway (N.A.R.) siding area and station grounds. Most industrial land uses are oriented towards the service of the oil and gas industry operating in the Conklin vicinity.

Two recreational areas are presently in use. One is located on the lake shore, as indicated on the adjacent map (Fig. 3). The second recreational area is the community recreational ground, south-west of the school site immediately west of the railroad line.

The hamlet area is affected by one trapping permit. The trapline itself, however, is located to the south-west of the community, outside the hamlet boundary.

A number of mineral leases and licences of occupation are held by oil and gas companies active in the Conklin area.

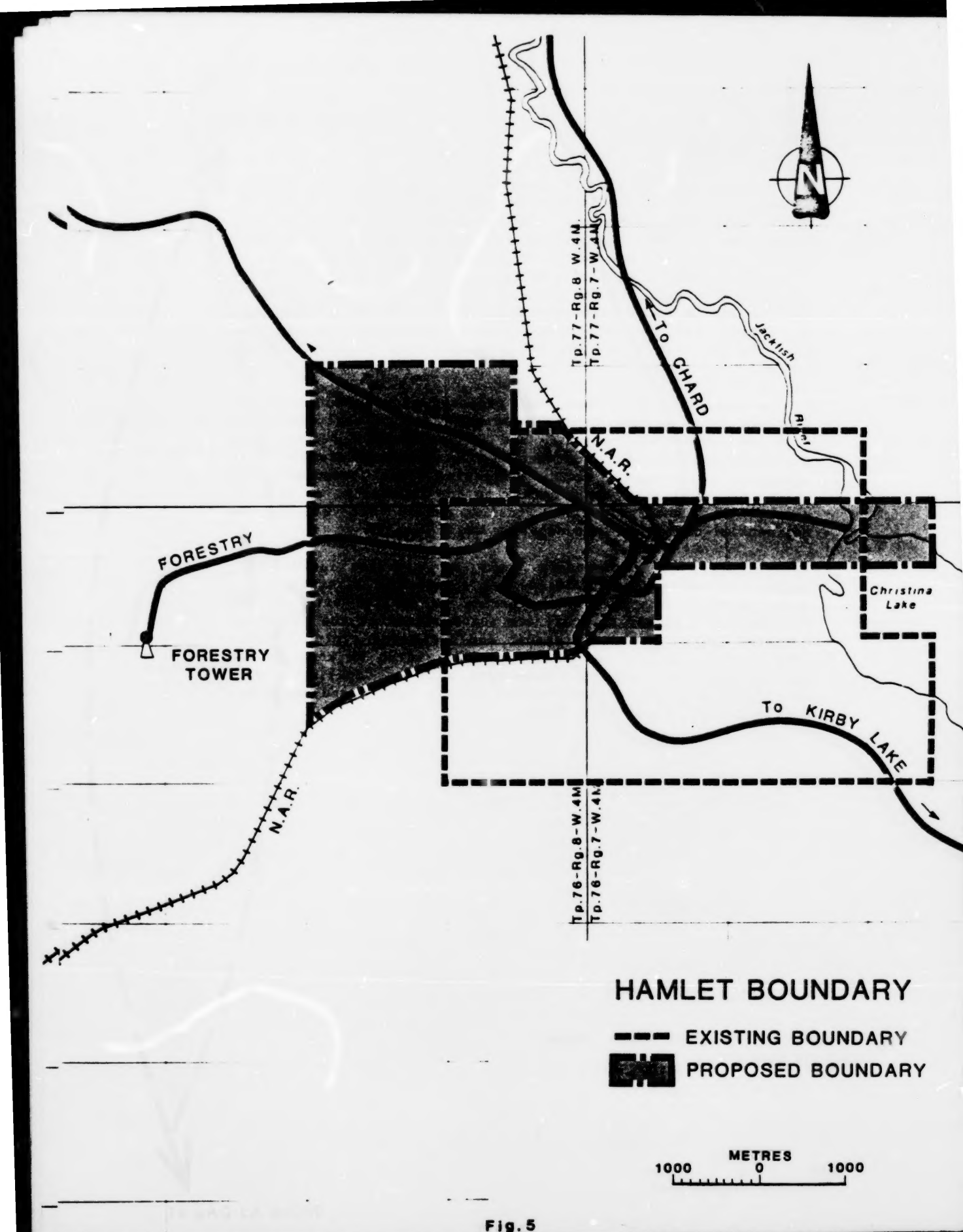

To FORT McMURRAY
N
To CHARD
To LEISMER
N.A.R.
Jackfish River
Tp.77-Rg.8-W.4M
Tp.77-Rg.7-W.4M
FORESTRY ROAD
FORESTRY TOWER
Christina Lake
To KIRBY LAKE
N.A.R.
Tp.76-Rg.8-W.4M
Tp.76-Rg.7-W.4M
TRANSPORTATION
PROPOSED HIGHWAY ALTERNATIVES
METRES
1000 0 1000
To LAC LA BICHE

4.0 TRANSPORTATION

The hamlet of Conklin is located on the Northern Alberta Railway (N.A.R.) line halfway between the centres of Lac La Biche and Fort McMurray. The residents as well as the industries in the Conklin region depend, during the summer months, solely on the rail service for goods and passengers. At present, only a winter road links Conklin with Lac La Biche and Fort McMurray. If and when an all weather highway is built to link Lac La Biche with Fort McMurray, it is recommended that it bypass the hamlet to the west, somewhere between the existing forestry tower and the proposed west boundary of the hamlet.

In the suggested alignment, the proposed highway would permit the hamlet to expand to the west with future residential as well as industrial users. The lands located between the proposed highway and the present hamlet boundary are the only areas of developable land available. The proposed road alignment would allow good access to the community, as well as ensure that non-residential traffic would not affect the residential community in a negative way.

The airstrip is moderately used by private individuals, companies, and government agencies. Since the airstrip has a grass surface, its use is restricted to smaller aircraft and helicopters. Larger aircraft are accommodated at the privately operated gravel strip at Leismer and the paved strip at Kirby Lake. It is recommended that the grass strip be kept in use as, in isolated northern communities such as Conklin, a well maintained airstrip ensures access to the health and emergency facilities of larger centres.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Tp.77-Rg.8 W.4M.
Tp.77-Rg.7-W.4M.
TO CHARD
Jacklish
River
N.A.R.
FORESTRY
FORESTRY TOWER
Christina Lake
TO KIRBY LAKE
N.A.R.
Tp.76-Rg.8-W.4M.
Tp.76-Rg.7-W.4M.
HAMLET BOUNDARY
EXISTING BOUNDARY
PROPOSED BOUNDARY
METRES
1000
0
1000

Fig. 5

5.0 HAMLET BOUNDARY

The existing hamlet boundary was determined by the community prior to the start of the planning process. It appears that in making the decision the community thought that only residential areas needed to be included. During the planning process, it became evident that all land uses which have a direct and immediate influence on the community, needed to be included within the newly established hamlet area. For this reason, it is recommended that the existing industrial/commercial operation to the north-west of the existing boundary be included in a modified boundary. Further, the commercial resort area just east of the Jackfish River should be included within the hamlet boundary.

Investigations into the suitability of land for development indicate that a substantial area within the present boundary is undevelopable because of an excessively high water table. This poor land should be deleted from the hamlet area.

Within its present boundary, the community has only a limited amount of developable land for residential and commercial use. To allow for possible expansion, it is recommended that the boundary be modified to include areas with development potential to the west of the present boundary.

The recommendations made above have been incorporated into the proposed hamlet boundary (See Fig. 5).

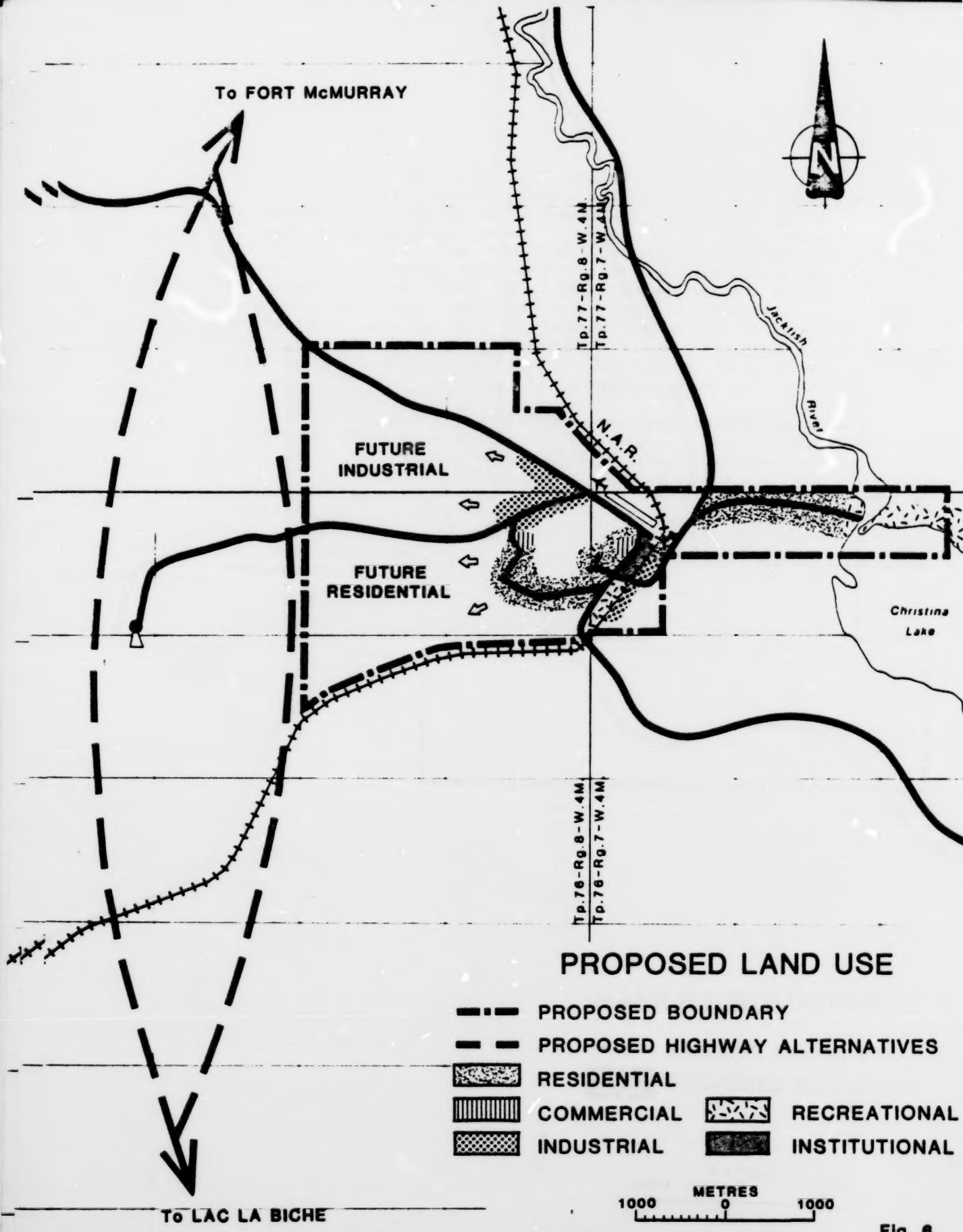
To FORT McMURRAY
N
Tp.77-Rg.8-W.4M
Tp.77-Rg.7-W.4M
Jackfish River
N.A.R.
FUTURE INDUSTRIAL
FUTURE RESIDENTIAL
Christina Lake
Tp.76-Rg.8-W.4M
Tp.76-Rg.7-W.4M
To LAC LA BICHE
PROPOSED LAND USE
PROPOSED BOUNDARY
PROPOSED HIGHWAY ALTERNATIVES
RESIDENTIAL
COMMERCIAL
RECREATIONAL
INDUSTRIAL
INSTITUTIONAL
METRES
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Fig. 6

Fig. 6

6.0 PROPOSED LAND USE

The land suitable for residential* development in Conklin, is limited. One area is east of the railway in a narrow strip toward the lake. The only other area suitable for development extends west of the community centre and south of the Forestry Road, toward the hamlet boundary.

Based on the relatively fast percolation rates reported in the groundwater and soil report, an average residential lot size of approximately .8 hectares is recommended. Since water and sewer hook-ups cannot be realistically expected in the near future, on-site sewage disposal will be necessary. The .8 ha lots will allow for the safe disposal of wastes and assumes off-site central water distribution.

A number of subdivision designs were studied to establish the possible yield of lots for both developable areas. In discussion with the community, the final subdivision plan was developed to accommodate the present need for residential lots. Future residential growth could be accommodated further to the west, within the proposed hamlet boundary.

It is recommended that provision be made for the expansion of the industrial/commercial area along the Forestry Road. Activities within this area, as well as traffic generated by the industrial/commercial operations, should not have a detrimental effect on the residential community. The residential areas are not directly exposed to the major roads to Leismer and to Kirby Lake. Further, should the Forestry Road and the Leismer and Kirby roads be connected in the future with the proposed Lac La Biche - Fort McMurray highway, industrial and commercial activity will take place via those access points without directly affecting the residential community.

The plan provides for local retail commercial parcels. It is anticipated that the parcels in the vicinity of the school grounds will be developed first because of their central location. The retail or service commercial land located south of the Forestry Road has been established in that location to accommodate the possibility of development in the long-term. The Forestry Road would be the main access road from the proposed Lac La Biche - Fort McMurray highway and the proposed retail commercial site would be at the entrance to the residential portion of the community.

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* Appendix II, page 16, gives definitions of land uses

The plan provides for recreational land uses* in the following manner. The recreational area on the lakeshore should, in part, be designated as Environmental Reserve, to protect its unique character. The recreational area south-west of the school beside the railway tracks, will be consolidated into one lot at the time of legal survey (Fig. 7). At the discretion of the Advisory Council and the Improvement Districts Administration, this area should be designated for uses of a recreational or institutional nature. The central location is ideal for either use.

Institutional land use* takes in the church site, the Northland School Complex and the area, at the south-east end of the airstrip, used by the Alberta Forest Service.

Future community facilities such as a fire hall or administration building could be accommodated on either the area south-west of the new school site or perhaps on the municipal reserve parcels, in the Alberta Housing Corporation subdivision. (Note: The second alternative would require a change in designation from Municipal Reserve.)

Alberta Environment has recommended two alternatives for the location of a community landfill site. Both are located just beyond the proposed hamlet boundary. One possible site is on the road to Leismer. The other is on the Forestry Road. Specific recommendations for the location of a central water point and a sewage lagoon have been deleted from this study. Alberta Environment and Engineering Services, Alberta Municipal Affairs have both indicated tentative locations but recommend that detailed engineering studies be done before any decisions are made.

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* Appendix II, page 16, gives definitions of land uses.

APPENDIX I COMMUNITY SERVICES AND FACILITIES

Hamlet of Conklin — Population Approx. 156
As of February, 1982 — Land Tenure Secretariat Census

The community is located along the Northern Alberta Railway, approximately 128 km north of Lac La Biche, 152 km south of Fort McMurray. (No all-weather access road to Conklin)

WATER	Supply: wells, creeks, lake Distribution: none Treatment: none
SEWER	Collection: none Disposal: privies, septic tank
WASTE DISPOSAL	Collection: none Modified land fill
UTILITIES	Electricity: limited residential Home Heating: wood, oil, propane
COMMUNICATIONS	Telephone: private Radio: CJOK, Fort McMurray and Edmonton Stations T.V.: no T.V. reception Local newspapers: none, nearest Fort McMurray Today, Fort McMurray Express, Lac La Biche Post
TRANSPORTATION	Main Access: Northern Alberta Railway (twice a week) Winter Access: winter road through Round Hills Internal Roads: gravel and trails Bus: none Air: turf airstrip, gravel airstrip Leismer (13 km)
HEALTH SERVICES	Hospital: none, nearest Lac La Biche & Ft. McMurray Health Unit: none, nearest Lac La Biche, Ft. McMurray Public Health: visiting nurse Ground Ambulance: none Cemetery: two
EDUCATION	School: Grades 1-8; Grades 9-12 attend in Lac La Biche or Ft. McMurray
RECREATION	Facilities: skating rink, ball diamond
POLICE PROTECTION	None resident, served by Lac La Biche RCMP
FIRE PROTECTION	No resident brigade
LOCAL GOVERNMENT	One representative on I.D. 18 Advisory Council
OTHER GOVERNMENT OFFICES	None

Source: "Inventory of Infrastructure for Northern Communities: NADC, 1980, revised in 1981 by the Land Tenure Secretariat"

APPENDIX II - DEFINITIONS OF LAND USE

Definition of Residential Land Use

Land within this category is intended for a single residential structure (including a mobile home) and auxiliary buildings such as outhouses, sheds and private garages.

Definition of Institutional Land Use

This land use category permits development of uses of either a public or private nature which provide services to the community. Possible uses include cemeteries and public buildings.

Definition of Recreational Land Use

This is primarily land of a public nature, which would include parks, playgrounds, sports fields, and sports complexes.

Definition of Commercial Land Use

This land use category is intended to make space available for conducting a business - retail, service or secondary commercial requiring larger sized lots or extensive outdoor space.

Definition of Industrial Land Use

Land within this category is intended for the use of industrial enterprises.

Definition of Environmental Reserves

Lands which need to be protected from development, such as ravines and drainage courses, are included in this category. The designated area is intended to be left in its natural state and development is prohibited.

Definition of Municipal Reserves

This category of land use covers areas that are marginal and too wet for development and also areas that are designed for public use.

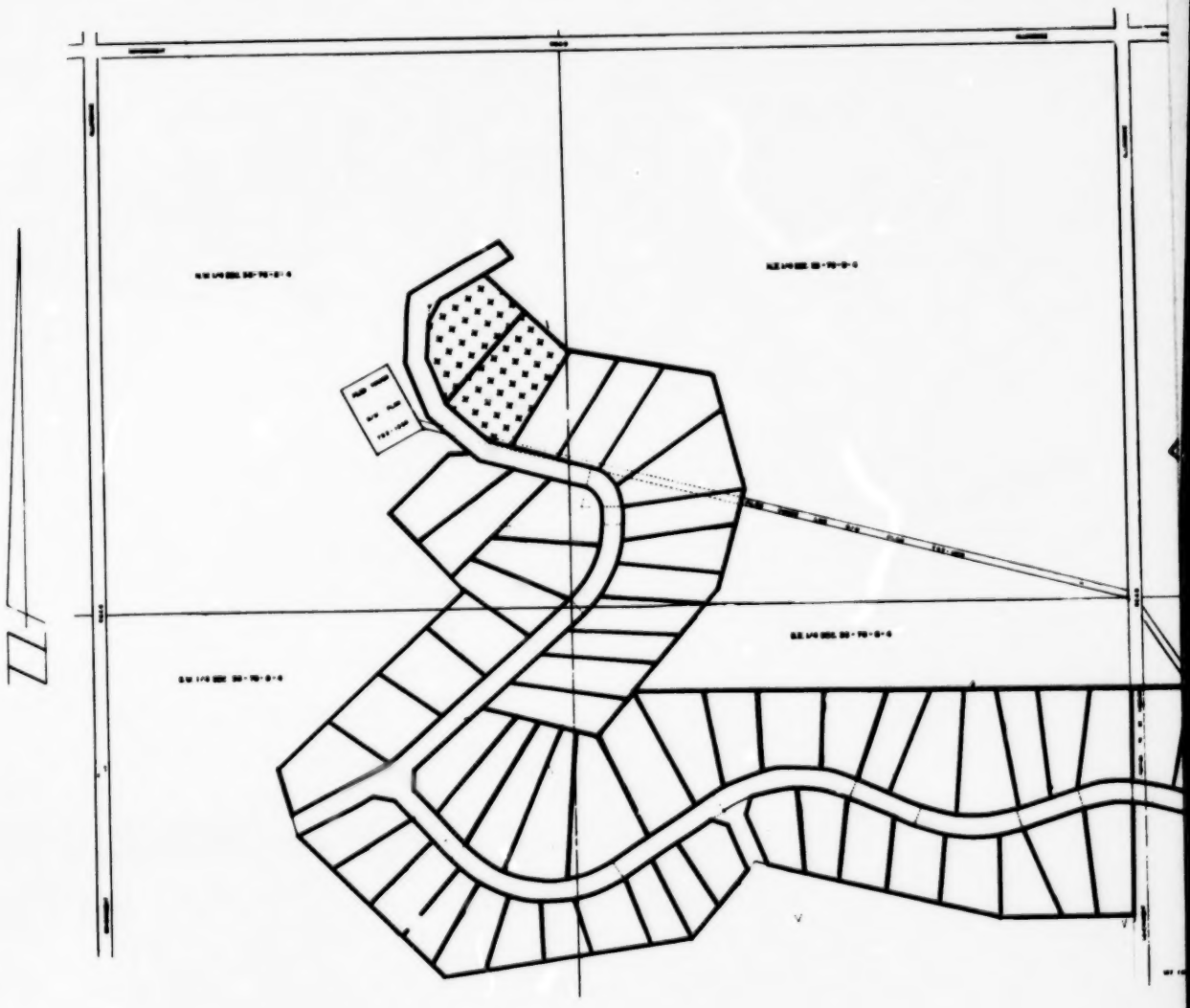

Fig - 7

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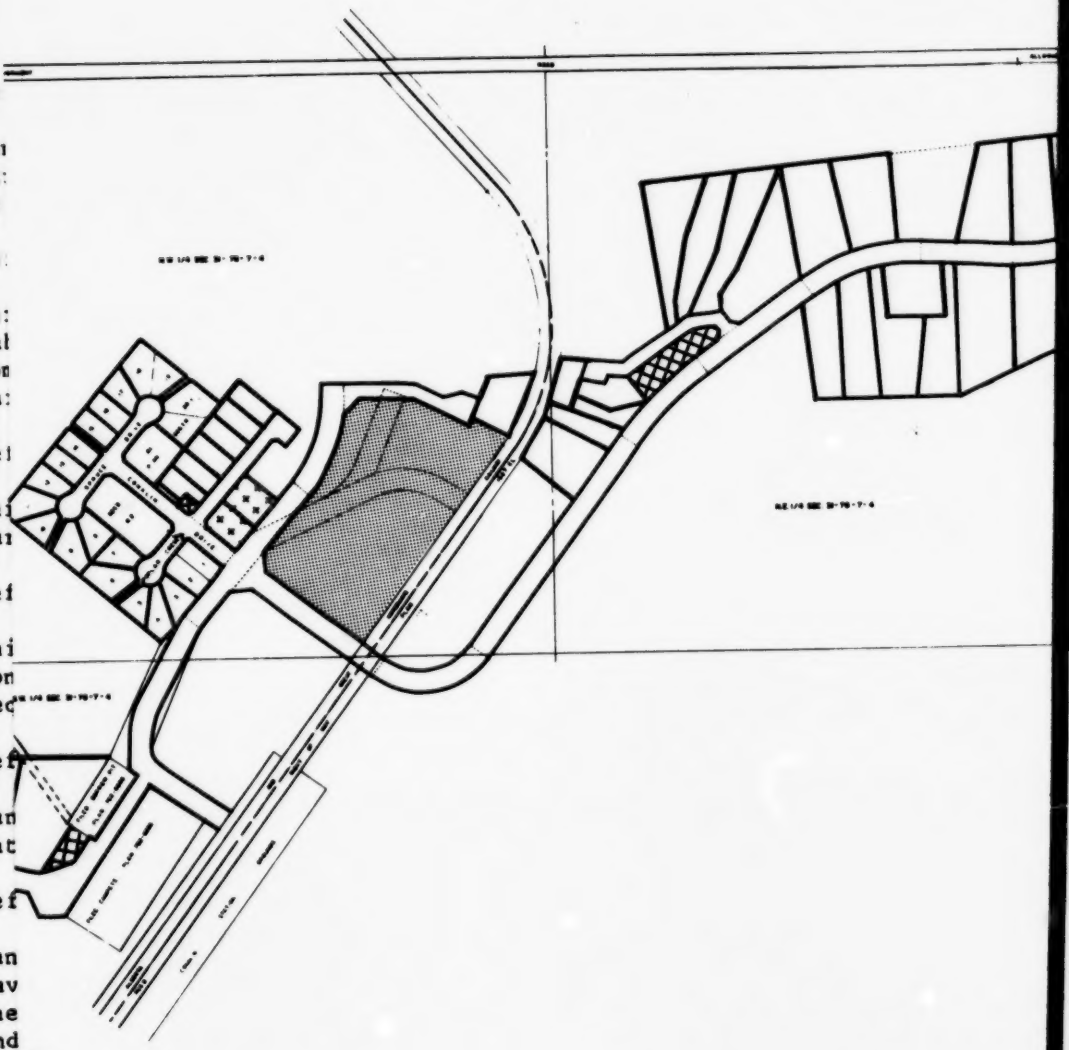

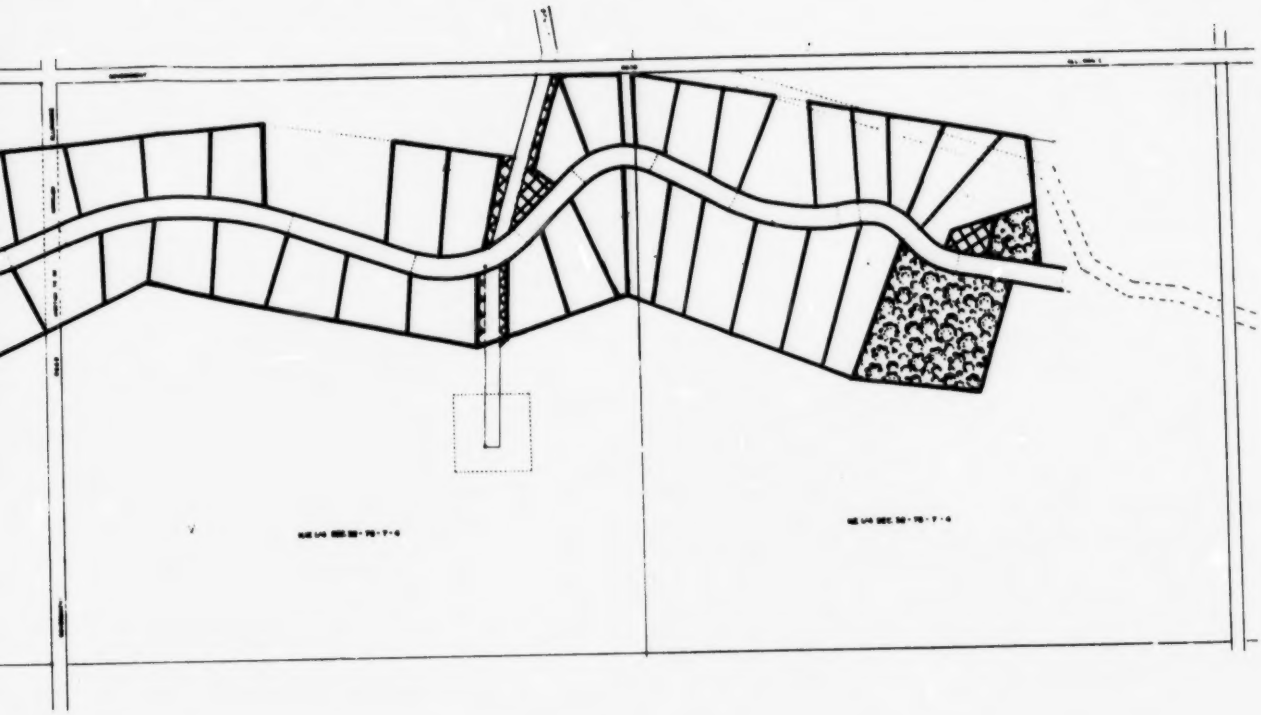

SUBDIVISION PLAN
CONKLIN

LEGEND

- RESIDENTIAL
- COMMERCIAL
- MUNICIPAL RESERVE
- ENVIRONMENTAL RESERVE
- MUNICIPAL SCHOOL RESERVE

DATE APRIL, 1982 SCALE 1:10 000 (APPROX.)

APPENDIX III - PLAN OF SUBDIVISION

On the basis of the proposed Land Use Plan, a series of subdivision designs were prepared. After considerable discussion, the Conklin Land Tenure Committee approved the tentative Plan of Subdivision. Following the Committee's approval, the plan was in principle accepted (Nov. 1981) by the Advisory Council. Final approval for the Plan of Subdivision was given by the Advisory Council on March 23, 1982.

Initially, studies were undertaken in an attempt to accommodate all required residential land in the area east of the railway, towards Christina Lake. When it was found that there was an insufficient amount of developable land, the design studies had to be extended into the area west of the community between the road to Leismer and the Forestry Road.

In the area toward Christina Lake, only a linear type of development was possible because of the location of the pockets of developable land. This type of development, from a planning point of view, was not favoured. Residents, however, expressed a clear preference for filling in and settling this area. All developable land, therefore, was used to create residential parcels to allow growing families to stay together.

The old trail leading to the lake has recently been replaced by a new road which takes better advantage of all developable land and which, for the first time in Conklin history, will create legal access from west of the railway to the lakeshore. Two Environmental Reserve (E.R.) parcels were created where the road reaches the lakeshore. The E.R. designation will protect this low lying area from further development. Limited recreational uses will be permitted. Of more significance, this will give residents access to the river and the lake at the point where they traditionally get their water for household use.

In order to protect an older grave site, a parcel was provided, lying between the lakeshore E.R. and the residential development.

The proposed subdivision to the west of the community core contains a considerable amount of developable land. Sufficient lots are available to meet the needs of the community now and in the immediate future (2 years). Connecting road systems are in place and expansion can be accommodated in the developable land south & west of the proposed subdivision. As indicated on the subdivision map, the existing roads provide two access points to avoid the dead-end situation encountered in the area toward the lake. Ultimately, with the construction of the proposed Fort McMurray-Lac La Biche Highway, the main access to the residential community will be via the Forestry Road at the location of the Alberta Government Telephones (AGT) Tower. Commercial lots are proposed for the area near the AGT Tower. Also, two commercial parcels have been created immediately west of the existing school grounds as that area is the location most central to the existing residential community.

At the request of the school division, the subdivision plan provides for the expansion of the existing school site. To accomplish this, a portion of Conklin Drive will be closed and the school ground will be expanded to the south-west. The new area will be approximately 3.2 ha. There is an indication that the school division is considering the construction of a new school on the site within the next two to three years.

South-west of the school site a parcel was created to provide an area for community activities. This lot could be used for a sports ground or to accommodate a community hall, a fire hall or other community building. If and when a central waterpoint is considered for Conklin, it should be incorporated into the design of any building constructed on this site.

The residents of Conklin requested that an area be set aside for the possible establishment of a railway loading area near the community core. The lot selected for this purpose is immediately across the railway tracks from the school site. This location allows for a parking and working area separated from the regular flow of traffic and from residences.